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Good time to be using up your three-cent stamps.

One guess is as good as another—we guess Germany will sign.

If bricks can be made out of crushed granite—well, what a rush there will be for those grout piles?

The "movie" men ought to have been at Juarez if they had wanted action—the Mexican rebels skeedaddled before the Americans.

What the Germans regret very much is the passing of another summer without the former inrush of tourists from the United States.

Those who bought Victory notes at par are smiling because the notes are selling above par. If they keep the notes a year or so they will smile still more.

The late Felix W. McGettrick of Boston was once one of the most prominent figures in the state of Vermont, having come into chief prominence as the result of being chosen as the Democratic standard bearer for the office of governor of the state. While residing in St. Albans he was regarded as one of the state's leading citizens and he was also well known in state G. A. R. circles.

It is perhaps unfortunate that there is no museum big enough to accommodate such a huge thing as the Vickers-Vimy airplane in which Alcock and Brown flew across the Atlantic ocean in the first non-stop trip, for the airplane will be sure to increase in historical interest as the days go by. Someday it will have almost as much history interest as would the vessel in which Columbus sailed across the seas and discovered the new land.

If airplanes can make the 1,800-mile non-stop flight from Newfoundland to Ireland, possibly there are airplanes already in existence or in the building which will be able to fly from Boston or New York to the coast of Ireland. The distance for the latter course is approximately a thousand miles longer, but a thousand miles is getting to be a small distance when machines are capable of developing speed at the rate of two miles a minute and better.

Undoubtedly a large part of the American troops which are now on the Mexican border and which were engaged in the recent clash with Villa's army near Juarez were not privileged to participate in the world war across the Atlantic. Therefore, they are getting some training in actual warfare which will not leave them so far behind the other regulars who had a prominent part at Chateau-Thierry, in the Argonne and at other places on the American sectors in France.

THE BROKEN UP DIVISION—THE 76TH.

More of the original 76th division returned to the United States last week, a month or more after the first contingent of men from that division returned. The scattered return of the men of the division shows how widely the soldiers were scattered once they landed on European soil. The division was thoroughly cut up and the men sent as replacements for divisions already in the field, some of them arriving at the front line in time to participate in the latter part of the fighting, while others hovered between port of debarkation and the front, waiting for orders from the high command. Thus broken up, the 76th did not have a chance to become welded into a compact unit nor to share in division honors such as fell to divisions which maintained their unity throughout their entire participation in the war. Nevertheless, the 76th division played an important part and its individual members are entitled to a full share of credit for assisting in the successful culmination of the war. No doubt the 76th would have proven a strong combat division had it been kept together and been put through the course of training which fell to the lot of the divisions which were on European soil earlier in the American participation in the war. The 76th was made of good fighting stock and only needed the training and the chance to enable it to make good as one of the divisions of distinction in the United States service. So we must not overlook the division even though it served the purpose of the war department to break up the division as soon as it arrived in Europe.

GODDARD SEMINARY'S GOLDEN JUBILEE.

For the week next succeeding, the thoughts of thousands of people will be directed to the career and the fortunes of Goddard seminary, for the commencement exercises of 1919 mark the golden jubilee of that institution. Graduates by the hundreds will turn their thoughts backward to the old days even though they may not be able to be present in person to attend the festivities in connection with the celebration, while hun-



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dreds of others, yes, thousands, will bring to mind memories of the school of its early struggles for existence, of its development as one of the prominent secondary schools of Vermont, of its growing strength financially and of its usefulness in the educational field. So it will, indeed, be a jubilee celebration and marking a prominent milestone in the history of the school.

That history is a record of achievement in many ways, most pronounced of course in the advancement in the field of education but signally so in a triumph over tremendous difficulties, especially in the early years of the school's life. Goddard seminary at the outset of its career was beset with difficulties; its career for nearly two decades from the time of its chartering was one of struggle against great odds. Chartered in 1863, the school was not actually in operation until the late winter of 1870, the intervening years having been filled with alternating hope and despair, encouragement and almost crushing disappointment. Those who went through those trying experiences are gone but the memory of their work is stamped upon Goddard's history. The noble efforts of the Aldriches, the Tildens, the Shippans, the Templetons, the Goddards, later the Calefs and many others are imprinted deeply in the life of the school. Without them and the strong aid which Barre people gave, Goddard seminary would not have been possible. The half century of usefulness would have been lost. So there will be rejoicing among all Goddardites, and many others, over the completion of the half century in education. The week's festivities will no doubt be colored with a feeling of satisfaction over the past and of optimism for the future.

And one may well say that Goddard has excellent chances for holding a leading position in the educational life of Vermont during the next half century. Backed by a splendid heritage of self-sacrifice on the part of its founders and early supporters and supported by a liberal endowment such as few secondary schools are privileged to have, the school ought to go forward to increased usefulness and an ever-growing record of achievement. That such may be the story of the next half century is the hope of thousands of close friends and a far greater number of well-wishers.

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CURRENT COMMENT

No Lights on Vehicles.

Several complaints have reached The Gazette because of the lack of lights on vehicles, and there is sufficient reason for them. The state laws make it compulsory for teams to carry lights while driving on the road at night, but a very small per cent of them comply with the law, that is, in this section, at least; and the owners are placing themselves liable to a heavy fine for their negligence. Not alone that, but the liability of accident in which the owner may be made the party responsible, might occur. Accidents between teams and automobiles have occurred in this village already this summer, in which considerable damage to each has been done, but no case for damages has resulted, and no action has been taken to remedy the condition, and it goes on just the same. Why isn't it done before a serious or perhaps fatal accident occurs?—Hardwick Gazette.

The Small Wars Raging.

According to a statement of Mr. Bonar Law in a speech at the Guildhall yesterday 23 wars are now going on in various parts of the world. Whether or not this includes our little war with certain Mexican bandits is not known, but with or without that difficulty, in which the blood of American soldiers has been shed, the figures are sadly impressive. These smaller wars are precisely the phenomenon which is observed after a great rock is heaved into a broad lake; long after the disturbing cause has sunk beneath the waters the waves which it causes continue to run from shore to shore and back again, in reflex waves, and it is a long time before the disturbance is completely over. Each of these 23 small wars is great to the participants, and will be the theme of future song and story.

The Ukrainians may forget their compulsory part of the great war, but they will never again cease to celebrate their battles against the Poles. And there are recent battles between the Don Cossacks and the Bolsheviks of which we know as little as one does of savage struggles in the American wilderness before the discovery of the continent, which will live in records of those peoples.

Strange alliances, curious mixtures of interest, will have to be recorded on the part of the participants in these smaller conflicts, which echo the great struggle.—Boston Transcript.

Can Afford Old Prices.

Have you stopped to consider that the one service which goes back to old prices—that of letter postage—is something on which nobody is obliged to make ends meet? The American postoffice never pays. The department often issues statements claiming a surplus and it may do so now, but this is because it enters on its books only such items as it sees fit. It never allows anything for the rent of the great public buildings which it occupies, or anything for interest or taxation. It does not even charge the salaries of the postal employees in Washington.

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to postal revenues, but rather to the general costs of sovereignty, as much as if they were in the navy.

If we had a strict account of postal operations, it would be interesting to see how the government would come out with its return to lower price postage. Letters obviously afford the profitable end of the business. Were they to average an ounce in weight, the government would be getting 32 cents a pound, at the old rate, for carrying them. But in fact they average only about one-third of that. So that at the old rate, letters will pay from 80 cents to 90 cents a pound, and postal cards \$1.20. These figures, if paid to any private company, would make the Standard Oil company look like a piker.—Boston Herald.

Shall We Abandon the Air?

It is an old and a bad habit of America to cast out its own children as foundlings for other nations to bring up. The Wright brothers could get no support from their countrymen. So the greatest invention of modern times, the aeroplane, born of an American brain, and first aloft in American skies, was developed and brought to military success by foreign governments. When we entered the great war we faced the gigantic handicap resulting from this old stupidity.

We are face to face, threatened immediately, with a repetition of this blunder. When the armistice was signed the war and navy departments cancelled contracts or authorizations for aircraft construction amounting to one billion dollars. This left high and dry some \$100,000,000 of capital invested in good faith in the manufacture of aircraft. In the opinion of engineers commercial aviation will not be self-supporting for from three to ten years. The question facing the industry is how can this hiatus be bridged. If the government does nothing, there is little question what will happen. The gap will not be bridged. Once again America will abandon the air.

Meanwhile, what are other nations doing? France continued construction on a war basis up to March 1, 1919. England, pursuant to the report of a parliamentary committee on civil aerial transport, is encouraging a reduced production amounting to 250 machines a month. This is in contrast to America, where plants are already at a standstill, with no orders in sight.

The problem calls for a broad, creative policy. Congress should review the whole

situation as a unit and authorize navy and army orders adequate to insure the development of commercial planes on at least an equality with other nations. There are ample practical uses to which they can already be put—mail carrying, forest and coast patrol, for instance. But that is not the point. For military reasons as well as for future commercial uses, we must not abandon the air. We have rewon our old position by a spurt and at a necessarily extravagant cost. That position we must retain, unless we are to insist upon being again purblind and penny wise.—New York Tribune.

Practical Hint.

Doughboy (just back)—It was fine of you, old man, to look after my girl when I was away. How can I ever repay you? Friend—Well, I still owe the florist and the taxi company.—Boston Transcript.

Not 'Arf Bad, What!

The portmanteau word has got into the movies. Doug in his latest "puts on his retrospectives." A-musing cuse, Doug!

And here's another portmanteau word: Referring to the prickly outside of 'em, someone has called 'em "porcupineaples."—Boston Transcript.

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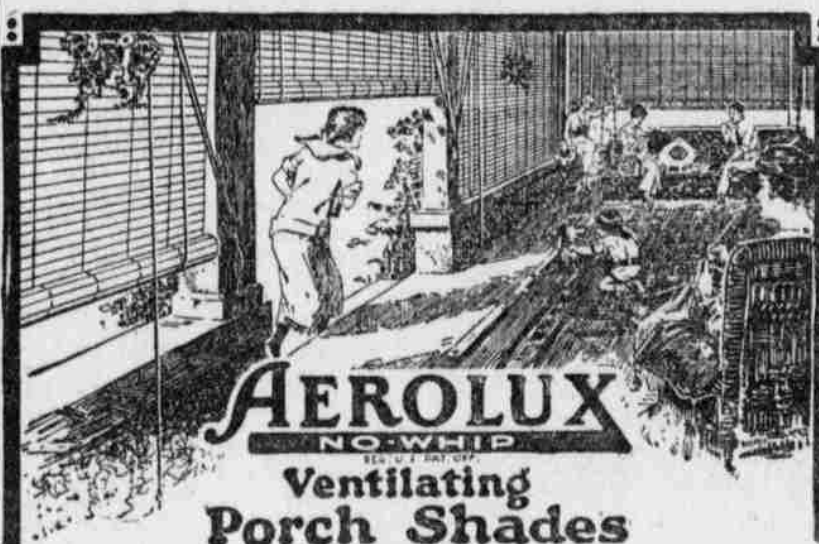
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